

• Abroad •

Berlin. Not least among the human troubles fallen on East Germans is the ban on the import of West German drugs and medicines that was imposed shortly after the Wall went up. The motives seem to have been a wish to conserve foreign exchange and a feeling that East German prestige demands a showing of self-sufficiency in modern medicine. But in truth many important modern drugs are not made in East Germany, and much suffering and death has directly resulted from this, as from other of Ulbricht's orders. The medical faculties of both the East Berlin and Halle universities have protested the ban, which is all the more harmful because of the doctor shortage caused by the pre-Wall flight to the West.

Taipei. Free China has formal diplomatic relations with exactly one-half of the 104 UN member-states. Thirty-eight recognize Communist China. Fourteen recognize neither. Only seven African nations (including Tanganyika and Morocco as well as Ghana, Guinea and Mali) recognize Peiping; thirteen recognize Taipei; and nine, neither. Great Britain and her traditional economic auxiliaries, Denmark, Sweden and the Netherlands, are the only West European nations to have broken the anti-Peiping diplomatic boycott.

New Delhi. A poll by the Indian Gallup affiliate shows that Swatantra (anti-Communist, anti-collectivist) is the leading opposition party to the ruling Congress party, with the Communists, Praja Socialists, Jan Sangh, Socialists and Hindu Mahasabha following in that order. The Congress party is still far ahead, and is using the full weight of governmental control and a secret understanding with the Communists to prepare for next month's general election. The venerable Rajagopalachari, the Swatantra leader, has recently expressed his grave concern over "the anti-private sector shift in American aid policy in India." Rajaji pointed out that a change in the U.S. attitude—presumably brought by the Kennedy Administration, here appropriately represented by John Kenneth Galbraith—positively favors the socialist development of the Indian economy, not merely by supporting direct government projects but by forcing both U.S. and Indian businessmen to operate through government bureaucrats instead of face to face.

London. Britain has always accepted unrestricted immigration from all parts of the Commonwealth. And, of course, there has never in the past been much immigration: the flow has always been out, not in. Breaking precedent, the Conservative Party convention recently voted to set up a committee to investigate the immigration problem. Back of this vote—immediately denounced by the Labor and left-wing press—lies a trend which augured the new bar across the hitherto open door. In 1953, 2,000 Negro immigrants arrived from the 3-million population British West Indies; in 1960, 50,000.

Until this year, India and Pakistan applied restrictions from their end. These are being weakened, and 16,500 immigrants arrived from those countries in the first six months of 1961, as against 2,500 in 1960. Ironically enough, Jamaica and Trinidad (whose standard of living, low as it is, is five times higher than India's) will not accept Indian immigrants. African immigrants are also entering Britain in rapidly increasing numbers. If the recent rate of increase had been allowed to continue unchecked, England would in a generation or so have more non-white than white inhabitants.



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"I had the most ghastly nightmare: I dreamt I was Red and dead."

Nairobi, Kenya. Among the many beings to whom the winds of the African hurricane are bringing devastation are Africa's incomparable wild animals. In the past two years, especially in East Africa, drought and the advancing hordes of army worms have been an immediate cause of destruction. But the long-term factor is the native African's indifference to animal conservation. They see the game preserves as merely white men's playgrounds. In the vast preserves of the Congo, tens of thousands of animals have been slaughtered since independence. In East Africa, important species—including rhinoceros, cheetah, wildebeest, lion—are dropping close to the point from which recovery becomes statistically impossible.

Tokyo. Traffic here is the most dangerous in the world, with an accident rate (154,000 traffic accidents in 1959, 1,126 dead, over 6,000 seriously injured) five times that of New York. The streets, mostly designed for rickshaws, pushcarts and pedestrians, must now carry 550,000 automotive vehicles against 65,000 a decade ago. Today it takes an hour and a half to go the ten miles from Haneda Airport to downtown Tokyo against half an hour five years ago. Neither drivers nor pedestrians have yet developed auto-trained reflexes; there is no intelligible planning or regulation for traffic; the courts accord drunken drivers the traditional Japanese sympathy for drunkenness.

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